

## AMENDMENT TO THE CLAIMS

Claims 1-21 (Cancelled).

22. (New) A system to be connected to a vehicle, the vehicle having a fifth wheel plate, comprising:

- a beam with a rearward portion, a forward portion, and a mid-portion between the rearward and forward portions along a longitudinal dimension, the member having a surface on the mid-portion configured for placement on top of the fifth wheel plate when the system is in an operational position on the vehicle;

- a plurality of two-axis joints;

- a first rigid member having a first end coupled to a first of the two-axis joints and a second end coupled to a second of the two-axis joints, the first of the two-axis joints coupled to the rearward portion of the beam;

- a second rigid member having a first end coupled to a third of the two-axis joints and a second end coupled to a fourth of the two-axis joints, the third of the two-axis joints coupled to the rearward portion of the beam;

- a third rigid member having a first end coupled to a fifth of the two-axis joints and a second end coupled to a sixth of the two-axis joints, the fifth of the two-axis joints coupled to the forward portion of the beam;

- a fourth rigid member having a first end coupled to a seventh of the two-axis joints and a second end coupled to an eighth of the two-axis joints, the seventh of the two-axis joints coupled to the forward portion of the beam; and

- an engagement assembly coupled to the beam.

23. (New) A system comprising:

- a vehicle, the vehicle having a fifth wheel plate, a driver compartment, and first and second frame members substantially parallel and extending rearwardly away from the driver compartment on either side of the fifth wheel plate, the first and second frame members each having forward portions located nearer to the driver compartment than the fifth wheel plate is to the driver compartment, the first and second frame members each having rearward portions located farther from the driver compartment than the fifth wheel plate is from the driver compartment;

a beam with a rearward portion, a forward portion, and a mid-portion between the rearward and forward portions along a longitudinal dimension, the member having a surface on the mid-portion configured for placement on top of the fifth wheel plate when the system is in an operational position on the vehicle;

a plurality of two-axis joints;

a first rigid member having a first end coupled to a first of the two-axis joints and a second end coupled to a second of the two-axis joints, the first two-axis joints coupled to the rearward portion of the beam, the second two-axis joint coupled to the rearward portion of the first frame member;

a second rigid member having a first end coupled to a third of the two-axis joints and a second end coupled to a fourth of the two-axis joints, the third two-axis joints coupled to the rearward portion of the beam, the fourth two-axis joint coupled to the rearward portion of the second frame member;

a third rigid member having a first end coupled to a fifth of the two-axis joints and a second end coupled to a sixth of the two-axis joints, the fifth of the two-axis joints coupled to the forward portion of the beam, the sixth two-axis joint coupled to the forward portion of the first frame member;

a fourth rigid member having a first end coupled to a seventh of the two-axis joints and a second end coupled to a eighth of the two-axis joints, the seventh two-axis joints coupled to the forward portion of the beam, the eighth two-axis joint coupled to the forward portion of the second frame member; and

an engagement assembly coupled to the beam.

24. (New) A system to be connected to a vehicle, the vehicle having a fifth wheel plate, comprising:

a beam with a rearward portion, a forward portion, and a mid-portion between the rearward and forward portions along a longitudinal dimension, the member having a surface on the mid-portion configured for placement on top of the fifth wheel plate when the system is in an operational position on the vehicle;

a plurality of two-axis joints;

a first rigid member having a first end coupled to a first of the two-axis joints and a second end coupled to a second of the two-axis joints, the first of the two-axis joints coupled to the rearward portion of the beam, the first rigid member having a length between the first end and the second end that is mechanically adjustable;

a second rigid member having a first end coupled to a third of the two-axis joints and a second end coupled to a fourth of the two-axis joints, the third of the two-axis joints coupled to the rearward portion of the beam, the second rigid member having a length between the first end and the second end that is mechanically adjustable;

a third rigid member having a first end coupled to a fifth of the two-axis joints and a second end coupled to a sixth of the two-axis joints, the fifth of the two-axis joints coupled to the forward portion of the beam, the third rigid member having a length between the first end and the second end that is mechanically adjustable;

a fourth rigid member having a first end coupled to a seventh of the two-axis joints and a second end coupled to a eighth of the two-axis joints, the seventh of the two-axis joints coupled to the forward portion of the beam, the fourth rigid member having a length between the first end and the second end that is mechanically adjustable; and

an engagement assembly coupled to the beam.

25. (New) A system comprising:

a vehicle, the vehicle having a fifth wheel plate, a driver compartment, and first and second frame members substantially parallel and extending rearwardly away from the driver compartment on either side of the fifth wheel plate, the first and second frame members each having forward portions located nearer to the driver compartment than the fifth wheel plate is to the driver compartment, the first and second frame members each having rearward portions located farther from the driver compartment than the fifth wheel plate is from the driver compartment;

a beam with a rearward portion, a forward portion, and a mid-portion between the rearward and forward portions along a longitudinal dimension, the member having a surface on the mid-portion configured for placement on top of the fifth wheel plate when the system is in an operational position on the vehicle;

a plurality of two-axis joints;

a first rigid member having a first end coupled to a first of the two-axis joints and a second end coupled to a second of the two-axis joints, the first two-axis joints coupled to the rearward portion of the beam, the second two-axis joint coupled to the rearward portion of the first frame member, the first rigid member having a length between the first end and the second end that is mechanically adjustable;

a second rigid member having a first end coupled to a third of the two-axis joints and a second end coupled to a fourth of the two-axis joints, the third two-axis joints coupled to the rearward portion of the beam, the fourth two-axis joint coupled to the rearward portion of the second frame member, the second rigid member having a length between the first end and the second end that is mechanically adjustable;

a third rigid member having a first end coupled to a fifth of the two-axis joints and a second end coupled to a sixth of the two-axis joints, the fifth of the two-axis joints coupled to the forward portion of the beam, the sixth two-axis joint coupled to the forward portion of the first frame member, the third rigid member having a length between the first end and the second end that is mechanically adjustable;

a fourth rigid member having a first end coupled to a seventh of the two-axis joints and a second end coupled to a eighth of the two-axis joints, the seventh two-axis joints coupled to the forward portion of the beam, the eighth two-axis joint coupled to the forward portion of the second frame member, the fourth rigid member having a length between the first end and the second end that is mechanically adjustable; and

an engagement assembly coupled to the beam.

26. (New) A system to be connected to a vehicle, the vehicle having a fifth wheel plate, comprising:

a beam with a rearward portion, a forward portion, and a mid-portion between the rearward and forward portions along a longitudinal dimension, the member having a surface on the mid-portion configured for placement on top of the fifth wheel plate when the system is in an operational position on the vehicle;

a plurality of one-axis joints;

a first rigid member having a first end coupled to a first of the one-axis joints and a second end coupled to the rearward portion of the beam, the first rigid member having a length between the first end and the second end that is mechanically adjustable;

a second rigid member with a first end coupled to the first one-axis joint and a second end coupled to a second of the one-axis joints, the second rigid member having a length between the first end and the second end that is mechanically adjustable;

a third rigid member having a first end coupled to a third of the one-axis joints and a second end coupled to the rearward portion of the beam, the third rigid member having a length between the first end and the second end that is mechanically adjustable;

a fourth rigid member with a first end coupled to the third one-axis joint and a second end coupled to a fourth of the one-axis joints, the fourth rigid member having a length between the first end and the second end that is mechanically adjustable;

a fifth rigid member having a first end coupled to a fifth of the one-axis joints and a second end coupled to the forward portion of the beam, the fifth rigid member having a length between the first end and the second end that is mechanically adjustable;

a sixth rigid member with a first end coupled to the fifth one-axis joint and a second end coupled to a sixth of the one-axis joints, the sixth rigid member having a length between the first end and the second end that is mechanically adjustable;

a seventh rigid member having a first end coupled to a seventh of the one-axis joints and a second end coupled to the forward portion of the beam, the seventh rigid member having a length between the first end and the second end that is mechanically adjustable;

an eighth rigid member with a first end coupled to the seventh one-axis joint and a second end coupled to an eighth of the one-axis joints, the eighth rigid member having a length between the first end and the second end that is mechanically adjustable; and

an engagement assembly coupled to the beam.

27. (New) A system comprising:

a vehicle, the vehicle having a fifth wheel plate, a driver compartment, and first and second frame members substantially parallel and extending rearwardly away from the driver compartment on either side of the fifth wheel plate, the first and second frame members each having forward portions located nearer to the driver compartment than the fifth wheel plate is to the driver compartment, the first and second frame members each having rearward portions located farther from the driver compartment than the fifth wheel plate is from the driver compartment;

a beam with a rearward portion, a forward portion, and a mid-portion between the rearward and forward portions along a longitudinal dimension, the member having a surface on the mid-portion configured for placement on top of the fifth wheel plate when the system is in an operational position on the vehicle;

a beam with a rearward portion, a forward portion, and a mid-portion between the rearward and forward portions along a longitudinal dimension, the member having a surface on the mid-portion configured for placement on top of the fifth wheel plate when the system is in an operational position on the vehicle;

a plurality of one-axis joints;

a first rigid member having a first end coupled to a first of the one-axis joints and a second end coupled to the rearward portion of the beam, the first rigid member having a length between the first end and the second end that is mechanically adjustable;

a second rigid member with a first end coupled to the first one-axis joint and a second end coupled to a second of the one-axis joints, the second one-axis joint coupled to the rearward portion of the first frame member, the second rigid member having a length between the first end and the second end that is mechanically adjustable;

a third rigid member having a first end coupled to a third of the one-axis joints and a second end coupled to the rearward portion of the beam, the third rigid

member having a length between the first end and the second end that is mechanically adjustable;

a fourth rigid member with a first end coupled to the third one-axis joint and a second end coupled to a fourth of the one-axis joints, the fourth one-axis joint coupled to the rearward portion of the second frame member, the fourth rigid member having a length between the first end and the second end that is mechanically adjustable;

a fifth rigid member having a first end coupled to a fifth of the one-axis joints and a second end coupled to the forward portion of the beam, the fifth rigid member having a length between the first end and the second end that is mechanically adjustable;

a sixth rigid member with a first end coupled to the fifth one-axis joint and a second end coupled to a sixth of the one-axis joints, the sixth one-axis joint coupled to the forward portion of the first frame member, the sixth rigid member having a length between the first end and the second end that is mechanically adjustable;

a seventh rigid member having a first end coupled to a seventh of the one-axis joints and a second end coupled to the forward portion of the beam, the seventh rigid member having a length between the first end and the second end that is mechanically adjustable;

an eighth rigid member with a first end coupled to the seventh one-axis joint and a second end coupled to an eighth of the one-axis joints, the eighth one-axis joint coupled to the forward portion of the second frame member, the eighth rigid member having a length between the first end and the second end that is mechanically adjustable; and

an engagement assembly coupled to the beam.